

Good Morning 695

The Daily Paper of the Submarine Branch
With the Co-operation of the Office of Admiral (Submarines)

This is How Soccer Teams will Shape Says TOM BENTLEY

(International Football Referee)

At a meeting of the post-war planning of the Football League, held at Manchester, it was decided that professional football in England and Wales should run in four regional groups next season.

The 44 clubs in the peace-time First and Second Divisions will play in North and South Divisions, and the two sections of the Third Divisions, North and South, will resume on pre-war lines, without right of promotion. The new North and South Divisions will be:

North.—Everton, Middlesbrough, Stoke, Bolton, Preston, Grimsby, Liverpool, Leeds, Manchester United, Blackpool, Sunderland, Huddersfield, Blackburn, Sheffield United, Sheffield Wednesday, Manchester City, Chesterfield, Burnley, Newcastle, Bradford, Park Avenue, Bury, Barnsley.

South.—Wolves, Charlton, Arsenal, Derby, Villa, Brentford, Chelsea, Portsmouth, Birmingham, Leicester, Coventry, Luton, Spurs, West Bromwich, West Ham, Fulham, Millwall, Plymouth, Southampton, Swansea, Notts Forest, Newport.

The idea behind the making of a North and South League is for the purpose of preventing clubs from having to travel long train journeys, as they have to do in peace-time football.

But Third Division clubs are not taking too well the new formation of North and South First and Second Division Clubs, as during the war-time football.

First and Second Division clubs have been playing Third Division clubs, and have certainly helped, as a large number of Third Division clubs have made profits that they never dreamed of before.

At the meeting a surprise was the carrying of Arsenal's amendment by 23 votes to 20 that, in the transitional period, First and Second Division clubs should be combined into North and South, and that the Third Division operate as in normal times.

Mr. George Allison, proposing his amendment, said it would add the spice of variety to League football. Mr. W. Camkin (Birmingham City) stressed the difficulties of travel if the pre-war divisions were to be run during the transitional period.

Several stirring pleas for widened promotion and relegation were made when Luton moved their "four up and down" amendment.

Mr. Harry Mansley (Chester) and a Third Division representative appealed to the "aristocrats" of the Football League to give the proposal consideration.

On a show of hands, 18 voted in favour of "four up and down," but the amendment was declared lost as a three-fourths majority was required for an alteration of the particular rule.

PROPOSALS.

If the Football Association accept a proposal carried by the

meeting that one half of the F.A.'s share of Cup Final and International match receipts be allocated to the League, the professional clubs will see their organisation richer by about £10,000 a year after the war.

The threat to the good relations between the Football League and the Football Association disappeared when Luton withdrew their proposal that the League should run its own cup in preference to the F.A. Cup.

When Everton proposed home and away ties in cup games, it was pointed out that the Football Association had already expressed the desire to organise such matches on a similar basis if it is practicable. The matter was left at that.

An amendment by Wolverhampton Wanderers that 25 per cent. of any transfer fee over £1,000 should be put into a central fund for the benefit of players, received no seconder.

BY MERIT.

What about the move being made for the benefit of referees to attract a good type of referee? Yes, Sir, they are going to raise the fee from three guineas to four guineas, and linesmen to two guineas, plus full travelling expenses for each match.

Referees are the latest body to be up in arms over certain provisions in the Football League's post-war reconstruction plans. There is a movement afoot among members of the London Referees' Society to voice their views on the existing "report system," whereby League clubs do a spot of schoolmastering by awarding marks to referees after each match according to their estimate of his ability.

These are trotted up at the League Headquarters at the end of the season and referees placed in order of merit. In the case of adverse reports, referees contend that they should know what charges are made against them, be given a chance to defend themselves, and be allowed to call evidence in an endeavour to refute them.

Mr. T. G. Bromilow, the Liverpool and England half-back and former Burnley and Crystal Palace manager, is terminating his appointment as manager with Leicester City.

Moving House

PREFABRICATED houses that you will be able to fold up and pack into a wooden crate; flying to Cardiff across the Bristol Channel and back for 5s.; cinema shows, concerts and dances for a small weekly contribution at your place of employment—these are a few of the good things promised Servicemen in Bristol. Perhaps you won't consider the prefabricated houses so good, but they are better than a bombed house with a tarpaulin sheet over the roof!

CRIPPLED SUB. ASKED, Who is Skipper's Wife?

SHOP TALK By Derek Hebenton

COMMANDING a crippled submarine in Far Eastern waters, Lieut. David Swanston, D.S.C. and Bar, R.N., sent out a message for help.

Close at hand was another submarine, commanded by his friend, Lieut. Guy Clarabut, R.N., but he, suspecting the SOS was part of a trap, formed a novel means of identification.

He sent out to the crippled submarine this message: "What is the Christian name of your wife?" and when the answer came back, "Sheila is the name, and your wife's name is Stella," he knew that all was well and went in to the rescue, both submarines returning safely to harbour.

This was only one of the incidents of an eventful trip by the submarine under the command of Lieutenant Swanston. In one of the most arduous battles of the submarine war, she sank a medium sized Japanese merchant ship, fought off twenty-five air attacks by Jap planes, shot down one of the planes and damaged at least four others.

A shell from a merchantman's 12 pounder gun first tore a hole in the pressure hull, and water poured into the engine room. Petty Officer Telegraphist V. C. Harmer and Leading Telegraphist Kenneth Wade, clambered out of the conning tower and began to plug the hole with blankets and hammocks.

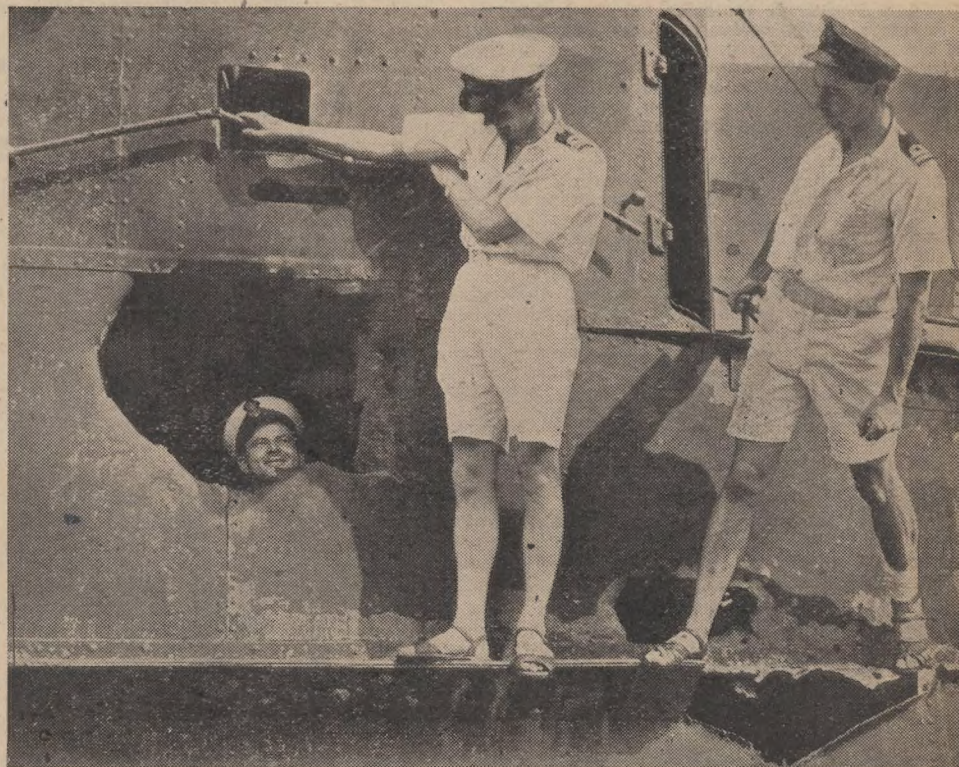
Four more shells hit the submarine, the blast from one of them blowing off P.O. Harmer's boots, but he continued to hold the blankets in position.

Later P.O. Harmer went to the bridge and kept up a steady fire on the aircraft with his tommy gun, while Petty Officer E. Jones shot down one of them with his Vickers gun.

FROM an official Admiralty communique I quote the following:

"During recent patrols in Far Eastern waters, H.M. Submarines have sunk a total of 74 enemy vessels and damaged 25 others.

"The vessels destroyed included a small tanker, a



Lieut.-Commander D. Swanston and 1st-Lieut. J. M. R. Lutley inspect one of the shell-holes, in which is framed P.O. Tel. V. C. Harmer.

mine-layer, an armed trawler, an anti-submarine trawler and a naval auxiliary. The rest were junks, landing-craft, coasters and motor lighters.

"In the course of these patrols, one of H.M. Submarines fought a running gun action with a convoy of five enemy coasters and an armed trawler off the north-east coast of Sumatra. The trawler and one of the coasters were sunk; the other four coasters were all driven ashore, where two burst into flames and were burned out.

"Later, and in the same area, a small tanker was engaged with gunfire and was left in flames.

"Off Padang, on the west coast of Sumatra, H.M. Submarine torpedoed a minelayer which was proceeding under an escort of two submarine chasers. The minelayer blew up. An anti-submarine trawler was destroyed by gunfire in the same area.

"The Naval auxiliary vessel and the small tanker were both sunk by gunfire in the Straits of Malacca, close to the mouth of the Bernam River, Malay States.

"In addition to these successes, two of H.M. Submarines carried out bombardments

of enemy shore installations at Pulo Padang, on the west coast of Sumatra, and on Car Nicobar Island."

TO Dumbo, on H.M. Submarine "Tantalus" comes this message from Keith Marshall of "Tally-Ho!"

Having a grand time. Miss Irma though. Chop-chop and come home. Tis grand. The bitter is foul. Haven't as yet seen folks. Want to join you regret leaving you. There's a drop in the bottle. The best to all on Tantalus—the best boat.

The same guy submitted the following:

OUT OF THE BATTLE.

Starkle, starkle, little twink, Who the hell you are you think? I'm not under the alkerfluence of inkohol Though some thinkle peep I am I don't know who is me The drunker I sit here The longer I get!

ENCOUNTERING, in the failing light, a Japanese convoy of five coastal craft and one armed escort vessel, a British submarine opened fire with her

gun, and so effective was the attack that by the time it was too dark to fire, the entire convoy had been destroyed or badly damaged.

Lieut. R. G. Bulkeley, R.N., commanding officer of the submarine, described the action on his return to a Far East base. "We were diving off the north-east coast of Sumatra," he said, "when we sighted the five coasters in line ahead, with the escort vessel ranging up and down between us and the convoy.

"Immediately we went to gun action stations and surfaced. First we engaged the escort and scored two hits with the second round.

"The target turned towards us and opened fire with a 12-pounder gun, but by the time she had fired one round, which missed us, we had hit her about six times.

"Her gun never fired again. After two more hits she was seen to be sinking by the stern.

"We then turned our attention to the coasters, which had opened ineffective machine-gun fire. By the time it had become too dark to continue the gun action, four of the coasters were on the beach, smashed or ablaze, and one was drifting.

"A boarding party finished off the drifting vessel with an explosive charge."

The same submarine recently attacked another convoy consisting of a small tanker and two other ships. A torpedo attack failed, the targets turning away as the submarine fired.

"I then gave the order to surface for gun action," said Lieut. Bulkeley. "The target was stern on, and the submarine was rolling, but we scored hits on the tanker, which set her on fire. We left her blazing furiously. "We also hit the larger of the two ships, leaving her damaged, abandoned and drifting.



Sto. P.O. J. A. B. Lockley, W.-Eng. A. E. J. Hodge and C.E.R.A. H. J. McAlister grin after the epic fight of the crippled submarine.

We ALWAYS write to you, if you write first to "Good Morning," c/o Dept. of C.N.I., Admiralty, London, S.W.1

SECRETS ON THE SCREEN

BRITAIN'S aircraft factories are vast concerns—small communities in themselves. Many of them even have their own film services. During a tour of one of these factories, a number of aircraft engineers and designers—including that fanatical mass of muddled aeronautical thinking, Peter Vincent—were taken to see a film premiere of several aircraft which, up till now, had been on the secret list.

At first glance the sprawling buildings look like any ordinary Midlands works-factory. Through the mist which blankets this part of England one suddenly gets a view of the factory entrance, with its big iron gates, reinforced by barbed wire and guarded by concrete gun emplacements.

Our passes are checked and counter-checked by armed guards. They have that "if only something would happen" look. The main building is a big modern affair. The factory manager meets us and we start our tour.

Through buildings with endless rows of benches on which stand presses and drills; past hangars containing secret

prototypes, with armed police guarding them, and through workshops where metal parts are stamped out and engines assembled we go. Then through what seems miles of offices where workers, mostly women and girls, decidedly whistle-at-able, bend over complex blueprints and designs, their faces a strange colour in the artificial yellow-green light. Then we enter the works' cinema.

Before the show commences, the manager explains to us that, in the interests of security, all film work carried out here during war-time—shooting, developing, printing and cutting—is done on the factory by special factory staff.

The first film shows various fighter planes flying straight into a large net at a height of only a few feet from the ground, the idea, since abandoned, being that for use aboard small cargo ships, with only a small landing deck in the stern, the net would be the best form of deck arrestor gear.

The net would have enabled all cargo ships to have fighter cover which could return, and be used again.

Not having seen the device work at sea, it would be difficult to assess its usefulness, but it looked workable. Perhaps even the larger submarines of the future will be able to employ fighter aircraft, using such a type of arrestor gear.

Next comes a film which is a bit of Company propaganda. The film, in colour, shows one of this factory's post-war projects being bought and flown by two bright young things in the post-war era.

WITH INFANT.

They take it, via Paris, to Cape Town, carefully demonstrating its flying qualities on the way. Months later they bring it back to England, plus infant, apparently acquired en route. That infant touch—implying reliability in the ship—was almost Hollywood. In this model, a four-seater monoplane, economy in maintenance is the key-note. Any fool can fly it—we even flew it ourselves.

This film is followed by a chaser, showing how happy the factory employees are together—how they love working overtime and such-like. The little scene we had witnessed on our tour, where the language between a lady riveter and another happy worker was new even to us, was apparently just one of those things to be forgotten.

The film lasts for half-an-hour, of which time 25 minutes is composed of groups of workers almost killing themselves by trying to smile while working ten-ton drills and twenty-ton stamping machines. One wonders how they did it. Guinness?

Then comes the piece de resistance. A film of a new twin-engined bomber which seems to be quite happy flying backwards.

Actually, between you and me and the M.O.I. Censor, it only SEEMS to be flying backwards. That's because the des-

PETER VINCENT
the Air Correspondent, goes to an aircraft factory cinema and sees a premiere of planes just off the Secret List

igner, in a fit of despair, put the tail in the nose and the wings on the tail.

This plane, prototypes of which were built at three-eighths of the intended size, was designed as a fast bomber, to carry the same bomb load as

a Halifax, on only two engines and 100 m.p.h. faster.

To achieve this amazing performance, the designer had to do the awkward things to it already mentioned. The wings alone took months of hectic day and night planning. Strange what some people will do for a living.

During 15 minutes of watching this creation perform, no one could honestly say for sure whether it was coming or going. It banked and dived like a fighter. When stationary, it looked as though it was trying to go both ways at once.

The principles of this design have been adopted by one American aircraft company, which has its own prototype already flying.

The show over, we leave the cinema suffering from slight eye strain, and are escorted off the premises. As we leave the works we see a seagull glide past, flying backwards.

Or was that our imagination?

ALEX CRACKS

A man named Hare was recently found guilty of embezzling. They juggled him.

In foreign parts knives are often drawn at card games, says a sailor. To cut for trumps?

"Ah, sure I wouldn't have much of a variety of shades, miss; there's no demand for anything down here except the rates."

QUIZ for today

1. How many yards are there in one thread of cotton?
2. What is the length of the Newmarket Yearling race-course?
3. What is the common name of nitrous oxide?
4. How far can you see from a height of 1,000 feet?

5. Which is more digestible, mutton or veal?
6. Which of the following is an intruder, and why? Board, Quartering, Plank, Batten, Three-ply, Scantling.

Answers to Quiz in No. 694

1. Seven pounds.
2. Two and a half miles.
3. Epsom salts.
4. 29½ miles.
5. Pork.
6. Granite is a fire-formed rock; others are water-formed.



KNOW YOUR ANIMALS Says Jack Greenall

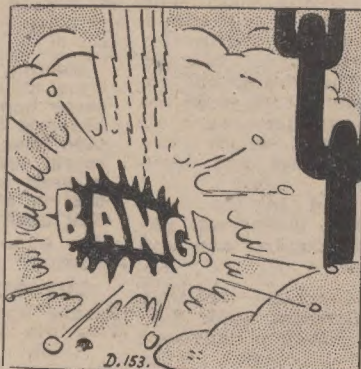
THE BUSH PIG.

THE Bush Pig is born with a foul temper, no explanation is given for this, it just happens, and it's too late to do anything about it now. Has an expression resembling the ex-Kaiser, and about the same manners, projecting tusks, and a callous protuberance on the cheeks, giving one the impression it is permanently sucking bull's-eyes.

Seems to have a grudge against pumpkins; why, nobody knows. Fond of windfalls—aren't we all? The impression of his foot is like a broad arrow, obviously Nature beat the Government to it.

The Bush Pig is covered with stiff bristles and sleeps on his own, and can you wonder? His love-life can be imagined. A nasty piece of work all round if ever there was one.

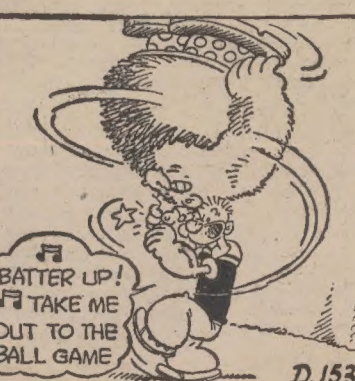
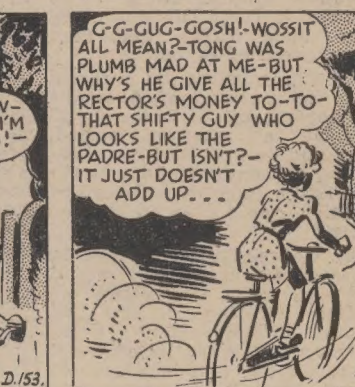
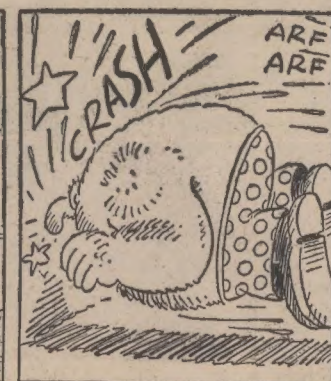
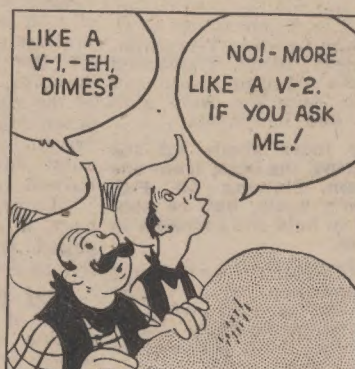
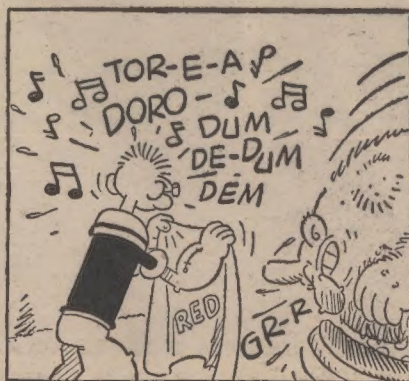
BEELZEBUB JONES



BELINDA



POPEYE



The Things People Do

THE man who has probably been to more weddings than anyone alive has technically retired. He's Mr. John Bond, for some 43 years Registrar at Caxton Hall, London.

He's seen them all—the shy and blushing bride, the man-eater, the solemn bridegroom, and the merry lad who thinks what fun it is.

He has tied up 35,000 couples at the rate, in recent times, of some 1,200 a year.

Princes, dukes, earls, countesses, film stars and actresses have been on the carpet before Mr. Bond's desk, and he has treated them all the same way—bound them over for keeps. Or, that's the idea.

But the Registrar remembers regrettably the many marriages he's made that have come a cropper.

He claims that he can pick the losers, and he has often hated to go on with the marriage ceremony because he has foreseen that it was a bad runner from the "Off." And he has never been wrong.

D.N.K.B.

Wangling Words No. 635

1. Behead a fruit and get them all separately.
2. Insert the same letter eight times and make sense of: The-centri-ri-ketersueededinutting-theball.
3. What common word has OGET for its exact middle?
4. The two missing words contain the same letters in different order: We must — ourselves and strike camp, for the — in this jungle are hostile.

Answers to Wangling Words—No. 634

1. S-tile.
2. Hang those who have high hats!
3. CaPACity.
4. Below, elbow.

JANE

A Thimbleful of Petrol

A SLEEK, streamlined jet-propelled aircraft whizzed overhead, went into a steep turn, then into a power dive, failed to pull out, and crashed straight into the ground.

Cussing a little at the accident, the boy walked over and picked the damaged aircraft up, straightened the bent tailplane, set the jet turbine humming again and once more the scale model climbed into the sky!

In actual truth, this jet-propelled craft, an exact model of a hush-hush fighter, was built largely from scrap balsa wood and cocoa tins. It flies at a "scale speed" of 500 miles an hour.

Inside the tiny fuselage is a turbine and compressor based on one of Group-Captain Whittle's designs. The air is compressed and forced out of

a jet with a high-pitched scream. A thimbleful of fuel is carried in the miniature model, and the sparking plug for the turbo-engine is $\frac{3}{4}$ -inch long!

This model is only one of many thousands now beguiling model aero fans all over Britain. Many R.A.F. aces, including Wing-Commander J. H. M. Smith in Scotland, are taking a serious interest in this sport. Wing-Commander Smith has done a number of tests in Oxford and other aircraft to see how certain twin-engined model aircraft should behave!

There are active model aero clubs all over Britain, and National contests for which valuable silver challenge cups are awarded. Clubs in London, Birmingham, Leicester, Norwich, Bristol and Blackpool

hold pride of place in recent contests.

Some of the models are driven by rubber, some by midget electric motors working from torch batteries, and others—by far the most fascinating—by miniature petrol engines which operate in exactly the same way as their giant 1,800-horse-power brothers on real fighters and bombers.

These tiny petrol engines in some cases have a 1.75 cubic centimetre capacity (compared with 500 c.cm. of a motor cycle engine, or 1,200 c.c. of a family car engine) and weigh just about 4 ounces complete. They have miniature carburettors, with real jets and floats, and are ignited by baby sparking plugs which, because of the physical impossibility of mak-

ing the electrodes and insulation smaller than a certain size, are often about a quarter the total length of the engine.

Precious balsa wood, light as a feather, is the basis of the fuse-lage construction of these miniature home-built jet fighters and dive-bombers.

There is a great scarcity of it, and aircraft factories in certain cases are allowed to send their scrap lengths, for which no vital war need can be found, to official centres where recognised aircraft clubs may choose pieces suitable for model construction.

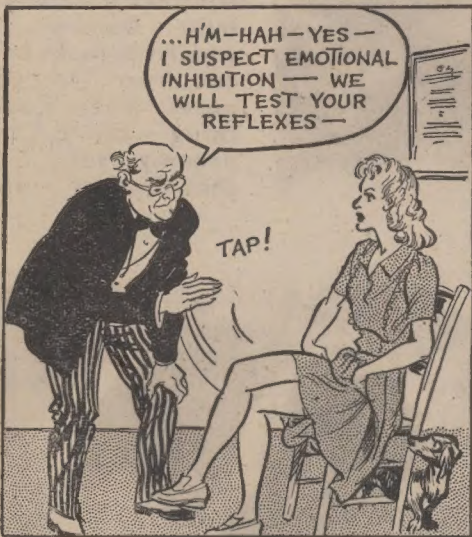
Pen-friends from America and Canada join in this sport, and bombers and freight aircraft, bringing official mail back to Britain, often include detailed blueprints and sketches from professional aero modeller

"fans" on the other side of the Atlantic.

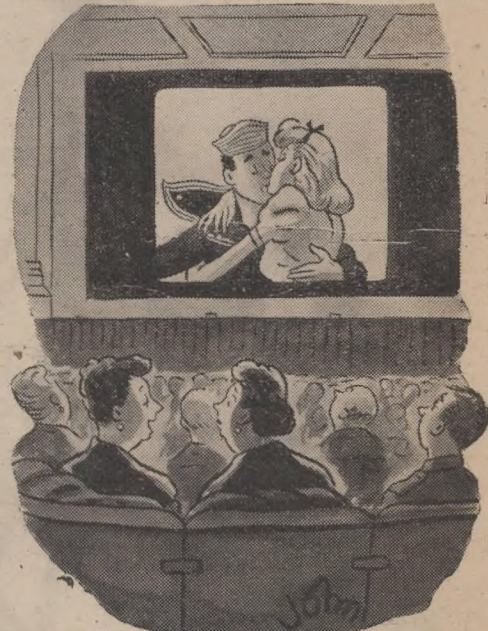
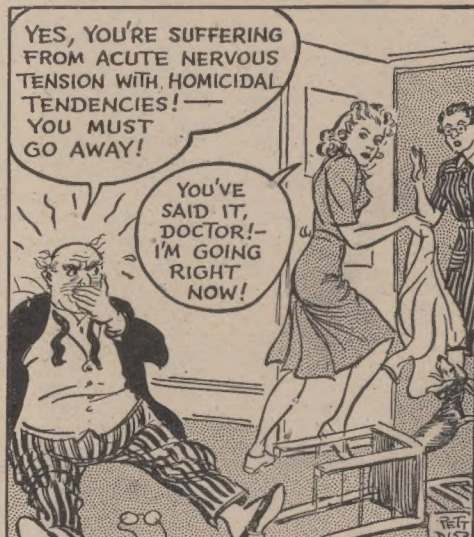
Keenest of them all are the Canadian air cadets attached to squadrons such as No. 61 Toronto East. These lads, who wear a uniform similar to the British A.T.C., except for brass buttons, are expert modellers, and share their experiences with experts in this country.

These model aircraft range from hand-whittled balsa wood rubber-driven models, costing only a few shillings, to true-scale jet and radio-controlled craft which take months to construct and represent up to £250 in labour and time. They range from the amateurs' models, built from shop-sold blueprints, to the expert jobs built for inter-club contests and sometimes even for the scale trials of professional models and prototypes.

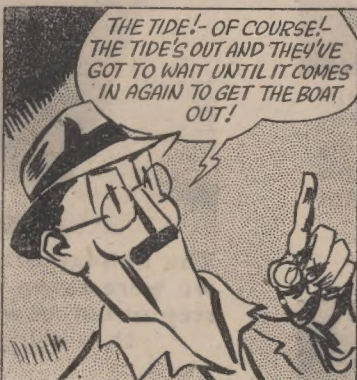
Every war-time fighter and bomber is built first as a working scale model. These models are true to life in every way, and fly. They are fascinating pieces of work.



RUGGLES



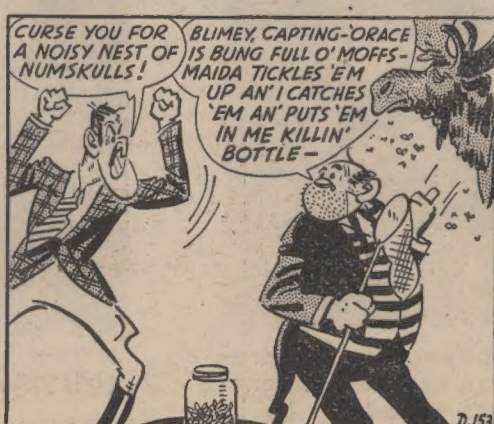
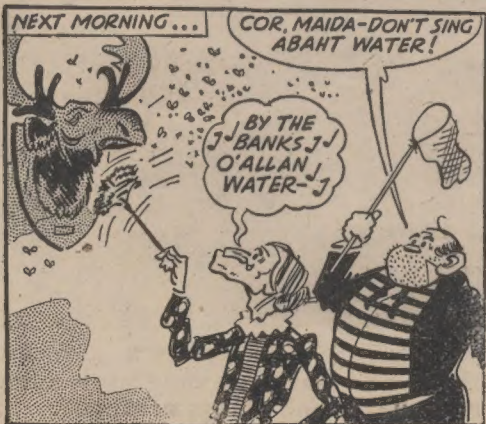
"Bring it up to the boil, then let it simmer for a while."



GARTH



JUST JAKE



CLUES ACROSS.—2 Conciliate, 9 Demand, 11 Scene, 13 Vulture, 15 Weight, 16 Number, 17 Boy's name, 19 Ill-favoured, 21 Equivocate, 23 Sailor, 25 Thanks, 26 Small tower, 30 Dance, 33 Stuffed, 35 Adze, 36 Duty list, 37 Fur, 39 Motionless, 41 Fools, 42 Cheerful ones.

CLUES DOWN.—1 Description, 2 Jury, 3 Covering, 4 Boy's name, 5 Because, 6 In name only, 7 Bird, 8 Swelling, 10 Extensive, 12 Cavity, 14 Tiny bit, 18 Tangle, 20 End of spar, 22 Free, 24 Garden plot, 27 On, 28 Scolds, 29 Number, 31 Peers, 32 Egress, 34 Pop, 36 Equip, 38 Hill-top, 40 Note of music.

Good Morning



POPPY WILDE is her name. Age 21. Played in "Belle of the Yukon." Our heart is so thumping that we can't say more about this full-blown **WILDE POPPY**. But we could say lots to her.



Another pose of **Danielle Darrieux**, in which she looks different from her other poses. There's something about these dreamy eyes . . . and that dreamy mouth !



The holiday draws on — and off. When we were young and innocent we were taken down to the seaside at Brighton, and this was the first step in our downfall. It started us inquiring, but we never got further than being told these were bathing bloomers, of 1909 vintage.



HARVEST TIME is also tea-time for the hay-makers of Kent, or anywhere else. When this picture was shown to a Glasgow man he said, "I kent that." Wonder how he knew it was Kent ?



Honest to goodness, there is no fake here ! The dames are Hungary girls celebrating harvest-time in their own way, but they must take a long time to get all these flounces and things arranged.